

UNCLASSIFIED

AD 415971

DEFENSE DOCUMENTATION CENTER

FOR

SCIENTIFIC AND TECHNICAL INFORMATION

CAMERON STATION, ALEXANDRIA, VIRGINIA



UNCLASSIFIED

NOTICE: When government or other drawings, specifications or other data are used for any purpose other than in connection with a definitely related government procurement operation, the U. S. Government thereby incurs no responsibility, nor any obligation whatsoever; and the fact that the Government may have formulated, furnished, or in any way supplied the said drawings, specifications, or other data is not to be regarded by implication or otherwise as in any manner licensing the holder or any other person or corporation, or conveying any rights or permission to manufacture, use or sell any patented invention that may in any way be related thereto.

415971

AD No.

DDC FILE

RECEIVED
SEP 1 1963
TISIA E

415971



NOTS TP 3170, NO. 8 30 AUGUST 1963

AIR WEAPONS BULLETIN

IN-SERVICE WEAPONS SUPPORT DIVISION (CODE 556)

U. S. NAVAL ORDNANCE TEST STATION • CHINA LAKE, CALIFORNIA
by C. BLENMAN, JR., CAPT, USN, Commander • WM. B. MCLEAN, PH.D., Technical Director

SIDEWINDER 1A MK 15 AND MK 17 ROCKET MOTORS-- INSPECTION AND MAINTENANCE,

THIS INFORMATION IS FOR ALL PERSONNEL WHO USE
AND HANDLE THE SIDEWINDER 1A MISSILE SYSTEM

Some lot numbers of the Sidewinder 1A Mk 15 and Mk 17 rocket motors are susceptible to corrosion of the fuze contact subassembly. In some extreme cases, the fuze contact plunger becomes so severely corroded that it will not operate.

Before assembly and after disassembly of each Mk 15 or Mk 17 motor to the Mk 303 fuze, it is recommended that the following procedures be followed to ensure that the fuze contact is in working condition:

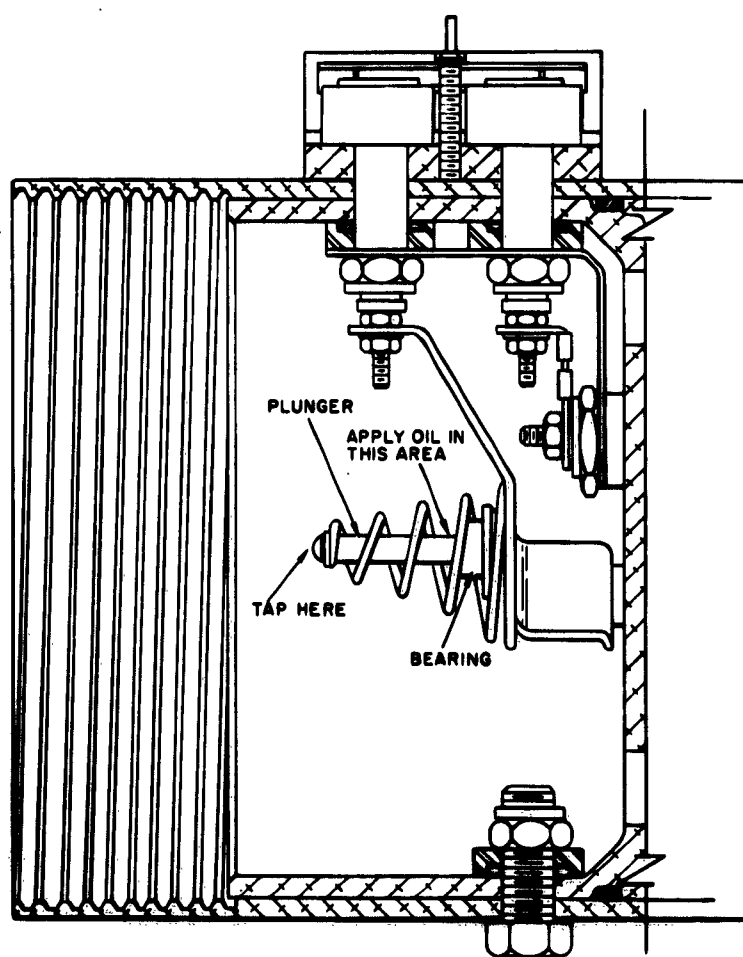
1. Ensure that the motor shorting clip is in place before assembly or disassembly.
2. Visually inspect the contact spring subassembly for corrosion and push the contact plunger to ensure that there is no binding between the plunger and the contact bearing.
3. If there is any indication of corrosion or binding of the contact plunger, REJECT the rocket motor and report the number of defective motors and the ammunition lot number to BuWeps and NOTS.
4. All defective in-service motors should be segregated and returned to a Naval Ammunition Depot for repair.

In case of an emergency need for the motors, the following field fix can be attempted (see figure). Place a drop of rust-inhibiting oil on the plunger adjacent to the bearing. Allow the oil to penetrate for several

Released to ASTIA for further dissemination with
out limitations beyond those imposed by security
regulations.

minutes. Wipe off the excess oil and products of corrosion. Gently tap the end of the plunger with a wooden mallet or other nonsparking tool until the plunger moves freely. If the plunger remains bound or is bent, reject the motor. If the plunger moves freely, apply a thin coat of bearing grease (MIL-G-16908, or equivalent) to the plunger shaft adjacent to the bearing.

REFERENCE: Bureau of Naval Weapons spdltr FWAA-27:TJC of 21 March 1961 to distribution list, Inspection and Maintenance of Rocket Motors, 5.0-Inch, Mk 15 and Mk 17.



(For initial distribution, see NOTS TP 3170, No. 1.)